

CLAIM AMENDMENTS

1-10. (Canceled)

11. (Previously presented) A driver authorization system for a vehicle, comprising:

an on-board identification device for communicating with a mobile release device to verify a usage authorization;

a rotary ignition lock for an ignition key; and

a control unit for activating ignition lock functions when the ignition key is brought into a corresponding position in the rotary ignition lock; wherein,

the ignition lock functions are activatable by the control unit in response to a signal from a pushbutton unit;

the pushbutton unit is mountable in, actuated while mounted, and removed from, the rotary ignition lock as an alternative to the ignition key; and

means are provided which allow the ignition lock functions to be activated without rotating the rotary ignition lock.

12. (Previously presented) The driver authorization system as claimed in Claim 11, wherein the rotary ignition lock comprises a rotary switch.

13. (Previously presented) The driver authorization system as claimed in Claim 11, wherein the pushbutton unit, when operated, generates a signal which starts a communication authorizing usage.

14. (Previously presented) The driver authorization system as claimed in Claim 11, wherein:

when the pushbutton unit is operated, the ignition lock functions are activated by the control unit on the basis of additional vehicle information; and

the additional vehicle information comprises position of at least one of a brake pedal, a clutch pedal and a vehicle door.

15. (Canceled)

16. (Previously presented) A pushbutton with an actuating element for activating ignition lock functions of a vehicle, including starting and switching off the vehicle engine, wherein:

the pushbutton is adapted to be mounted in, actuated while mounted, and removed from, a rotary ignition lock of a vehicle;

the pushbutton is adapted to be supplied with power via an inductive voltage coupling to the rotary ignition lock;

when the pushbutton is operated, the actuating element interacts with a release switch in the rotary ignition lock, to activate ignition lock functions without rotating the rotary ignition lock; and

the actuating element includes a release plunger which, when operated, is releasable in parallel with an axis of symmetry of the pushbutton in order to operate the release switch in the rotary ignition lock.

17. (Previously presented) A pushbutton with an actuating element for activating ignition lock functions of a vehicle, including starting and switching off the vehicle engine, wherein:

the pushbutton is adapted to be mounted in, actuated while mounted, and removed from, a rotary ignition lock of a vehicle;

when the pushbutton is operated, the actuating element interacts with a release switch in the rotary ignition lock, to activate ignition lock functions without rotating the rotary ignition lock;

the actuating element includes a release plunger which, when operated, is releasable in parallel with an axis of symmetry of the pushbutton in order to operate the release switch in the rotary ignition lock; and

an end position of the release plunger is limited by locking sliders arranged laterally to the axis of the release plunger.

18. (Previously presented) The pushbutton as claimed in Claim 11, further comprising a locating illumination unit which is contactlessly supplied with power.

19. (Previously presented) The pushbutton as claimed in Claim 18, wherein the pushbutton is supplied with power via an inductive voltage coupling to the rotary ignition lock.

20-22. (Canceled)